Authorize LGC to Execute ILAs with Allen, Wylie & Fairview

Public Affairs and Communication Committee
July 09, 2019

Todd Plesko
VP Service Planning & Scheduling
Today’s Considerations

• Approval of resolutions authorizing the President of the Dallas Area Rapid Transit Mobility Service, LGC, (LGC) or his designee to execute three-year agreements as follows:
  – An Interlocal Agreement with the City of Allen, substantially in the form shown in Exhibit 1, subject to final approval by DART Legal
  – An Interlocal Agreement with the City of Wylie, substantially in the form shown in Exhibit 2, subject to final approval by DART Legal
  – An Interlocal agreement with the Town of Fairview, substantially in the form shown in Exhibit 3, subject to final approval by DART Legal
Background

- On November 17, 2015 (Resolution No. 150116), the DART Board authorized the Dallas Area Rapid Transit Mobility Service, LGC, (LGC) to restore demand responsive transit service for elderly and disabled persons in Collin County who lost service when Texoma Area Paratransit (TAPS) service was discontinued.

- On December 10, 2015, the Regional Transportation Council (RTC) approved federal and regional toll funding to reimburse the LGC for the replacement service. The cities of Allen and Wylie and the Town of Fairview also contributed funding to North Central Texas Council of Governments (NCTCOG) to support the restored service.
On February 29, 2016, LGC began demand responsive transportation service within Collin County that was available to residents of Allen, Wylie and Fairview through May 27, 2016, under an agreement with the NCTCOG.

On May 24, 2016 (Resolution No. 160006), the DART Board authorized the LGC to continue service for the elderly and disabled residents under interlocal agreements directly with the cities of Allen and Wylie and the Town of Fairview through September 30, 2017.

On September 12, 2017 (Resolution No. 170083), the DART Board authorized the LGC to extend the interlocal agreements to provide public transportation services for the elderly and disabled residents with the cities of Allen and Wylie and the Town of Fairview through September 30, 2019.
Next Steps

- The Interlocal Agreements with Allen, Wylie and Fairview are authorized by the DART Board under Policy III.07 permitting DART to provide contract service with non-service area municipalities.

- February 26, 2019 – Public Affairs and Communication Committee discussed Policy III.07 specifically regarding the Policy requirement for DART membership after three years.
  - Committee members expressed a willingness to consider extensions of the current contracts with Allen, Wylie, Fairview and Mesquite until the local option and Policy III.07 issue can be considered.
Service and Financial Plan

- Policy III.07 requires that all non-service area cities develop a transit system plan, financial plan and plan for DART membership within the initial three years of contracting with DART. This was to be completed in the existing agreement with Allen, Wylie and Fairview ending September 30, 2019.

- However, in 2018, Collin County Commissioners Court sought a regional commitment from the RTC and NCTCOG to fund consultants to develop a Collin County Transit System Plan rather than have DART develop the plan with the individual cities.

- In 2019, the RTC approved this funding and NCTCOG began the process of acquiring a Federal Transit Administration (FTA) grant, which should be available in late 2019 to begin the Collin County Transit System and Financial Plan.

- The plan for DART membership will be delayed until the Board re-evaluates Policy III.07.

- Since the cities are not compliant with Policy III.07, service must end on September 30, 2019, or the Board must authorize a waiver of the Policy to extend the service for another year.
### Funding for Municipal Agreement with DART LGC

<table>
<thead>
<tr>
<th>Municipality</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen</td>
<td>151,500</td>
<td>$156,045</td>
<td>$160,726</td>
<td>$468,271</td>
</tr>
<tr>
<td>Wylie</td>
<td>$31,000</td>
<td>$31,930</td>
<td>$32,887</td>
<td>$95,817</td>
</tr>
<tr>
<td>Fairview</td>
<td>$10,028</td>
<td>$11,656</td>
<td>$13,284</td>
<td>$34,968</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$192,528</strong></td>
<td><strong>$199,631</strong></td>
<td><strong>$206,897</strong></td>
<td><strong>$599,056</strong></td>
</tr>
</tbody>
</table>

Previous agreement included $150,000 from Allen, $30,000 from Wylie and $8,400 from Fairview
Recommendation

• Approval of resolutions authorizing the President of the Dallas Area Rapid Transit Mobility Service, LGC, (LGC) or his designee to execute each of the following:
  – An Interlocal Agreement with the City of Allen, substantially in the form shown in Exhibit 1, subject to final approval by DART Legal
  – An Interlocal Agreement with the City of Wylie, substantially in the form shown in Exhibit 2, subject to final approval by DART Legal
  – An Interlocal agreement with the Town of Fairview, substantially in the form shown in Exhibit 3, subject to final approval by DART Legal
Questions?